

SECURITY INFORMATION

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INTELFORM 15

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25X1A

COUNTRY Germany (Soviet Zone)

REPORT NO

TOPIC Neuruppin Airfield

25X1A

EVALUATION C-2

PLACE OBTAINED

DATE OF CONTENT 25 June to 4 July 1951

DATE OBTAINED

DATE PREPARED 8 August 1951

REFERENCES

25X1A

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS Paragraph 2 contains supplementary information to paragraph 4 of

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25X1A by the same source.

REFERENCE COPY

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SOURCE

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- On 25 June 1951, biplanes No 4 and 6 practiced local flying at Neuruppin airfield. Flying was discontinued at 7:40 a.m. because of unfavorable weather. On 26 June, the alert jet fighters parked at the eastern end of the runway had red numbers 01, 17, 20, and 22. There was no flying. At 12:15 p.m. on 28 June, a single-engine plane which was not stationed at the field took off. The plane was equipped with an in-line engine, two-seater cockpit with seats arranged in tandem, and a weapon projecting beyond the rear of the cockpit. * At 8:30 p.m., alert planes with the same numbers as observed on 26 June took off for short flights. At 5:10 a.m. on 29 June, biplane No 2 took off from the field and headed east. Source did not see the plane land. There was no other flying throughout the day. Between 8:30 and 10 a.m. on 30 June, the following flying activities by swept-back jet fighters were observed:

Plane Number

Flying Time

20

From 8:40 to 9:03 a.m.

22

From 9:04 to 9:29 a.m.

01

From 9:30 to 9:55 a.m.

The planes flew through the clouds. No flights were made on 1 and 2 July 1951. On 2 July swept-back jet fighters with the red numbers 31 and 61 were parked on the eastern end of the runway.

- On 4 July, four swept-back jet fighters with the numbers 01, 07, 20, and 22 were parked on the eastern end of the runway. At 6:12 a.m., swept-back jet fighter No 1174 took off, flew through the clouds and landed again at 6:35 a.m. Plane No 1249 flew from 6:45 to 7:05 a.m., plane No 07 from 7:08 to 7:30 a.m., and plane No 1189 from 8:10 to 8:35 a.m. This flying continued until 3:30 p.m. At 1:12 p.m. plane No 1176 was seen at the take-off point. Flying discontinued when a thunderstorm set in. The aircraft with four-digit numbers were of the same type as those with two-digit numbers. The take-off and landings were timed with a stop watch. An estimated strip of about 900 to 1,200 meters of the runway was used for the take-offs and a strip of 1,000 to 1,500 meters was used for the landings. **
- It was observed on 3 and 4 July that the farmers whose meadows bordered on the airfield were not allowed to mow the grass for several days. A construction

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[REDACTED] said that the commander of the Soviet pilots took documents with him when he fled to the west in a swept-back jet fighter and that, for this reason, the security measures at the field were intensified. ***

25X1A * [REDACTED] Comment. An IL-10 or IL-2.

25X1A ** [REDACTED] Comment. The airfield is still occupied by a fighter regiment equipped with MiG-15s, some Yak-11s, and Po-2s. The four digit numbers are reported for the first time from this field.

25X1A *** [REDACTED] Comment. This information was previously reported by another source.

25X1A See [REDACTED]

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